

## Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 1999 through 2003.

<b>Table 44</b> <b>Collisions in Work Zones: 1999-2003</b>							
	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>Change 2002-2003</b>	<b>Avg. Change 1999-2002</b>
Work Zone Collisions	258	309	256	266	357	34.2%	2.2%
Fatalities	1	8	6	2	2	0.0%	202.8%
Serious Injuries	16	25	20	27	21	-22.2%	23.8%
Visible Injuries	45	65	49	49	54	10.2%	6.6%
Possible Injuries	94	89	120	70	132	88.6%	-4.1%
% All Collisions	1.0%	1.2%	1.0%	1.0%	1.3%	33.1%	2.1%
Workers Injured	0	1	9	4	0	-100.0%	#DIV/0!

Prior to 2001, most of the crashes that have taken place in work zones have not involved workers in the construction zone. The 9 worker injuries, 2 of which were fatal injuries, in 2001, resulted from a single collision on I-15. The 4 workers injured in 2003 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single vehicle collisions comprised 21.6% of the collisions in work zones in 2003, although neither of the fatal collisions was a single vehicle collision. While overturn was the predominant most harmful event in single vehicle collisions in work zones, rear end was the predominant most harmful event for multiple vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

<b>Table 45</b> <b>Work Zone Collisions by Roadway Type: 2003</b>								
	<b>Fatal</b>		<b>Injury</b>		<b>Property Damage</b>		<b>All Collisions</b>	
Interstate								
Rural	1	0.0%	7	5.3%	17	7.7%	25	7.0%
Urban	0	0.0%	57	42.9%	98	44.1%	155	43.4%
U.S. or State Highway								
Rural	0	0.0%	25	18.8%	24	10.8%	49	13.7%
Urban	0	0.0%	23	17.3%	43	19.4%	66	18.5%
Local								
Rural	0	0.0%	5	3.8%	10	4.5%	15	4.2%
Urban	1	50.0%	16	12.0%	30	13.5%	47	13.2%
<b>Total</b>	<b>2</b>	<b>0.6%</b>	<b>133</b>	<b>37.3%</b>	<b>222</b>	<b>62.2%</b>	<b>357</b>	

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

<b>Table 46</b> <b>Collisions in Work Zones by Transportation District: 2003</b>				
	<b>Fatal Collisions</b>	<b>Injury Collisions</b>	<b>Property Damage Collisions</b>	<b>Total Collisions</b>
District 1	0	17	23	40
District 2	0	4	6	10
District 3	2	92	160	254
District 4	0	7	13	20
District 5	0	5	9	14
District 6	0	8	11	19
<b>Statewide</b>	<b>2</b>	<b>133</b>	<b>222</b>	<b>357</b>

In 2003, the economic cost of collisions in work zones was \$16.4 million dollars. This represents 1% of the total cost of Idaho collisions (as shown in Table 4).